



WHAT MAKES R2C'S POWERFLOW PERFORMANCE AIR FILTERS BETTER THAN ANY OTHER FILTER ON THE MARKET?

R2C has broken the barrier between achieving extremely high filtration efficiency while keeping filter restriction as low as the leading low restriction air filters.

At R2C we tested nearly every filter configuration currently available. That includes the most common cotton gauze filters from many different manufacturers, as well as cellulose (paper), and the various blended and "nano-fiber" products.

What we found was that low restriction invariably resulted in low filtering efficiency and high efficiency came with high restriction. Dust holding capacity (the measurement that determines how fast filter restriction rises when in use) on none of the existing products were up to our standards.

Of course our standards are pretty high. R2C's PowerFlow Performance Air Filter products were developed by the same people that designed and built many of the military's vehicles engine air intake systems and filters. The same obsessive attention to detail and engineering standards that has gone into those military products have been put into every PowerFlow filter you buy. You get the best of the best when you use one of our products.

The first thing to remember about an air filter is what it's designed for, and that's to protect your engine from damaging particulate. If it doesn't do that it shouldn't be on your vehicle...no matter how low the restriction is.

Cotton gauze filters currently make up the majority of the low restriction air filters (see the section discussing cotton gauze products). When efficiency is addressed by these manufacturers you usually find some qualifier with their claims such as "adequate for engine protection" and "meets manufacturers' requirements". There's a reason for those ambiguous statements...cotton gauze filters aren't very efficient!

What the experts REALLY say.

Engineers from many vehicle manufacturers have addressed engine intake air filter efficiency in multiple presentations and papers to the SAE. The efficiency requirement that consistently comes up is a minimum of 98% initial efficiency with PTI Fine test dust. Other than our PowerFlow Filters not a single product sold as "low restriction" met that recommendation. Not one!

Our PowerFlow Filters easily achieved that mark and then a whole lot more (see the Efficiency Explained section). We produce the **only low restriction filter to achieve the experts recommended engine protection requirements for engine intake air filters.**

That means that a lot of people that have substantial investments in their cars and trucks are driving their vehicles to an early grave using a low restriction air filter, and on their way to the car graveyard they get steadily declining performance because their engines are not being protected from excessive wear by the part that was meant to protect it. You could say they are loving their cars to death.

How we do it.

Testing, testing, testing...and then some more testing. We tested everything. Media, pleat shape, pleat depth, pleat support etc.

We didn't do simple flow testing either. We did complete SAE/ISO test procedures using SAE J726 and ISO 5011 test protocols in our own laboratory where we have 2 complete test stands. We tested everything on the market and



we tested the same filter size and shape at the same flow rates and dust feed rates using PTI Fine test dust so that no variable that could influence the test results would exist and when we found that nothing currently on the market met our performance criteria we went to work developing a completely new product.

Changing the tests methods, the filter sizes, the air flow test rates and the test dust is often used to confuse or mask poor test result comparisons. If you read the other filter web sites if they discuss testing at all you'll notice that they either don't disclose the testing procedure or with close inspection you'll find that comparative test aren't on the same filter sizes or some other variable has been changed. We've been building and testing filters for a lot of years and we know that any variable in a test affects the outcome.

There is nothing else like our PowerFlow Filter. It is a high loft, all synthetic fiber designed specifically for engine intake air filters.

Unlike organic materials (cotton and cellulose) our synthetic fibers stay stable over its entire life. It doesn't shrink or degrade with time and exposure to harsh atmospheric environments. Since the fibers are synthetic we can change the fiber size and shape to maximize efficiency and minimize restriction, so you get extraordinary efficiency and extremely low restriction (see the section on Engine Air Filters for an explanation on how this is done).

The high loft of our filter media gives us exceptional dust holding capacity. In fact we have almost 3 times more capacity at the same filter restriction increases than our nearest competitor. For you that means our restriction stays lower longer, keeping your engine at its peak output longer than any other filter available to you. In use a low restriction filter with very little dust capacity doesn't stay a low restriction filter for long.

Best of all, we think, is that we did it without messy, inconsistent oiling. To clean our filter you just remove it from the vehicle and blow some low pressure air from the clean side to remove the loose dust and then reinstall it. Your vehicle won't be out of service for a day while your filter dries and you won't have to worry about putting too much or too little oil back on.